PATENT CLAIMS:

Claims 1-17: Canceled

18. (Canceled)

19. (Canceled)

20. (Currently Amended) The method as claimed in claim [[19]] 21, wherein the quantity is also modified in dependence on the wheel-individual air pressure of the tires.

21. (Currently Amended) A method of controlling the driving performance of a vehicle with pneumatic tires in which the air pressure in individual tires is monitored for loss of tire pressure, the method comprising the steps of
determining a loss of tire pressure,
determining or predicting an unstable driving condition and
~~The method as claimed in claim 19,~~
~~wherein~~ reducing transverse dynamics ~~is reduced~~ during a cornering maneuver where a reduced tire pressure prevails at the tire of a front wheel, ~~and/or where an error of the quantity prevails at an actuator of the front wheel, in particular~~ when the tire exhibiting the reduced tire pressure ~~or the actuator with the magnitude of error~~ is associated with the outside wheel in a turn.

22. (Currently Amended) The method as claimed in claim [[19]] 21, wherein in accordance with the reduced tire pressure and the position of the tire with a reduced tire pressure and/or the number of the wheels with tires with a reduced tire pressure and quantities describing the driving situation, the driving speed is reduced in particular in accordance with a reduction of the vehicle drive torque.

23. (Currently Amended) ~~The method according to claim 18,~~ A method of controlling the

driving performance of a vehicle in with which at least one vehicle component is monitored for flaws, wherein the vehicle has an actively controllable chassis, ~~wherein quantities associated with individual actuators of the chassis system are monitored, and~~ the method comprising the steps of
- determining a flaw by monitoring quantities associated with individual actuators of the chassis system, wherein the flaw is at least one error in these quantities,
- determining or predicting an unstable driving condition and
- modifying a control quantity influencing the transverse dynamics of the vehicle in dependence on the magnitude of the flaw when an unstable driving condition is determined or predicted.

24. (Previously Presented) The method as claimed in claim 23, wherein the quantity is also modified in dependence on the deviation of the magnitude of error.

25. (Previously Presented) The method as claimed in claim 23, wherein in accordance with the magnitude of error and the position of the actuator with the magnitude of error and the number of actuators where an error of the quantity occurs and quantities describing the driving situation, the driving speed is reduced in particular in accordance with a reduction of the vehicle drive torque.

26. (Previously Presented) The method as claimed in claim 23, wherein an error of the actuator is an error that can be associated with a position of the vehicle and which is in a correlation to a wheel, such as a defective shock absorber, defective (air) cushioning systems, and like devices.

27. (Currently Amended) The method as claimed in claim [[18]] 23, wherein the quantity is modified when a cornering maneuver is detected.

28. (Previously Presented) The method as claimed in claim 27, wherein the quantity influencing the transverse dynamics is modified when the flaw occurs at an outside wheel in a turn.

29. (Currently Amended) The method as claimed in claim [[18]] 23, wherein it is found out in accordance with at least one element out of the group consisting of the steering angle, the rotational behavior of the wheels, and the yaw rate, at which location the flaw occurs, and the quantity influencing the transverse dynamics is accordingly modified during cornering.

30. (Currently Amended) The method as claimed in claim [[18]] 23, wherein the quantity influencing the transverse dynamics is a value of a single-track model influencing an additional yaw torque of a vehicle stability control to be generated.

31. (Previously Presented) The method as claimed in claim 30, wherein the value is a targeted friction value between tire and road which is limited in accordance with the flaw.

32. (Currently Amended) The method as claimed in claim [[18]] 21, wherein the quantity influencing transverse dynamics is a threshold value that determines a driving condition with a lateral acceleration critical in terms of rollover, and rollover about a vehicle axle oriented in the longitudinal direction of the vehicle will occur when the threshold value is exceeded.

33. (Previously Presented) The method as claimed in claim 32, wherein the threshold value is lowered.

34. (Currently Amended) The method as claimed in claim [[18]] 21, wherein the quantity to be modified is a value indicative of the difference between the vehicle reference speed and the wheel rotational speed of each wheel in a cornering maneuver where ABS braking is carried out with ABS control.

35. (Previously Presented) The method as claimed in claim 34, wherein when the wheel with the reduced tire pressure is a rear wheel, the ABS

control is performed according to the SelectLow principle.

36. (Currently Amended) The method as claimed in claim [[18]] 23, wherein the value of the modification is taken into account in accordance with a performance graph.